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SOURCE Newspapers as indicated.

COMMUNISTS PUSH CONSTRUCTION OF T'ANG-KU HARBOR,  
STOP WORK ON HUANG-P'U HARBOR

A new T'ang-ku Harbor Commission has been appointed to expedite the completion of the new harbor at T'ang-ku at the mouth of the Hao Ho near Taku in Hopei Province. Reportedly due to lack of funds, construction work on the Huang-p'u harbor at the entrance of the Chu Chiang near Canton has been suspended. Owners of sunken vessels are being given inducements to raise them in order to recover the scrap iron and steel. A Communist steamer, the Ta-han, defects to Taiwan.

GOVERNMENT NAMES NEW T'ANG-KU HARBOR COMMISSION -- Canton, Nan-fang Jih-pao, 27 Aug 51

Peiping, 26 August (Hsin-hua) -- On 24 August 1951, at the 99th session of the Government Administration Council of the People's Republic of China, resolutions concerning the appointment of the Commission for the Construction of the T'ang-ku Harbor were adopted. They were promulgated on 25 August 1951, and are as follows:

The harbor of Tientsin, due to natural conditions, such as the narrowness and shallowness of the channel and to the lack of dredging for a number of years, cannot be reached by ships of over 3,000 tons, and lighters have to be used for loading and discharging cargoes. This not only increases transportation costs but also makes it impossible for the harbor of Tientsin to handle the constantly increasing import and export trade. For these reasons, completion of the construction of the new T'ang-ku Harbor project is a task which cannot be delayed. However, the construction of this new harbor is an immense undertaking, and one which (in the matter of equipment, ships, cadres, and technical resources) the T'ang-ku Harbor Engineering Bureau as hitherto constituted is unable to accomplish. The task can only be accomplished under the powerful direction of the Central government and with the full utilization of the power of the local government. In view of these facts, the following decisions have been made.

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1. The T'ang-ku Harbor Commission is hereby established under the direction of the Central government's Ministry of Communications. The commission's function is to determine the policy to be adopted in furthering this project, to guide the major technical decisions, to make needed personnel and ship assignments, to solve materials and equipment problems, and to strive to make improvements so that by the winter of 1952 ships up to 10,000 tons capacity may be able to berth in the harbor and load and discharge cargoes.

2. The new T'ang-ku Harbor Commission shall consist of the following 14 officers and members: Chang Po-chun (1) [numbers in parentheses refer to appended Chinese characters] chairman; Huang Ching (2), Ching Jen-ch'iu (3), Kao Yuan (4) deputy chairmen; and Chang Kuo-chien (5), Chao P'u (6), Chou K'e-kang (7), T'an Chen (8), Liu Chun-feng (9), Li An (10), Chou Lun (11), Chang Hua-k'an (12), Yen K'ai (13), and Cheng Chao-chen (14), members.

3. To strengthen the T'ang-ku Harbor Engineering Bureau, Li An (10) is appointed chief of the Bureau, and Chou Lun (11) deputy chief. The Engineering Bureau is placed under the direct control of the T'ang-ku Harbor Commission.

4. The Hai Ho Conservancy Bureau, now under the Ministry of Water Conservancy, shall continue as such in the table of organization; but it shall be managed, on the latter's behalf, by the People's Municipal Government of Tientsin. In addition to ice breaking on the Hai Ho, and to dredging the river and disposing of the silt, its functions shall include all practical aid in furthering the completion of the T'ang-ku Harbor construction task through the efficient utilization of its vessels.

CONSTRUCTION STOPPED ON HUANG-P'U HARBOR -- Hong Kong, Hsing-tao Jih-pao, 30 Jul 51

Canton, 29 July -- Although the construction of a harbor at Huang-p'u, on the Chu Chiang below Canton, was begun under the Kuomintang regime, it was stopped due to various vicissitudes. After the liberation of Canton by the PLA, the Kwangtung Provincial government set up a bureau for the construction and control of the Huang-p'u harbor and put Chu Kuang concurrently in charge. For a time, work went forward on the dredging of the channel and the construction of wharves, roads, and warehouses. Now, reportedly due to lack of funds, the Kwangtung people's government has decided to postpone the carrying out of the plans, and all work on them has stopped.

SALVAGING OF SUNKEN VESSELS -- Hong Kong, Hsing-tao Jih-pao, 24 Jul 51

Canton, 23 July -- The Kwangtung provincial authorities are offering attractive inducements to owners of ships sunk during and after the Sino-Japanese war to raise the sunken ships. The raising of the ships will not only remove hazards to navigation, but also will supply badly needed scrap iron and steel for the machine shops and industry.

COMMUNIST STEAMER TA-HAN DEFECTS TO TAIWAN -- Hong Kong, Hsing-tao Jih-pao, 15 Aug 51

Kao-hsiung, 14 August (Chung-yang She) -- A 2,000-ton steamer, the Ta-han, belonging to the Shanghai Ta-lu Shipping Company and flying the Panama flag, sailed from Hong Kong for a Communist port, on 14 August 1951, revolted and returned to the harbor of Kao-hsiung, Taiwan, at 1300 hours. The leaders in the defection were Ch'en Han-hsing, Yu Fu-to, and Wang Mao-ch'ang. They secured the support of the other members of the crew, all of whom signed a declaration of intent. Following close on the defection of crew members on the SS Hua-fu, this latest act shows that there are many people in Communist territory who are inclined toward Free China.

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The German-built steamer was valued at about 75,000 Hong Kong dollars. The 1,500-ton cargo it was carrying was valued at not less than 2 million Hong Kong dollars, and was originally destined to be landed at a point on the Han Chiang in Fukien for the Communist government.

The crew numbered altogether 52 men, who were later enthusiastically feted by government officials and public organizations in K<sup>o</sup> hsiung.

## CHARACTERS

- |        |         |
|--------|---------|
| 1. 韋伯鈞 | 8. 譚真   |
| 2. 黃敬  | 9. 劉俊峯  |
| 3. 靖任秋 | 10. 李安  |
| 4. 高原  | 11. 周綸  |
| 5. 張國聖 | 12. 張華戡 |
| 6. 趙樸  | 13. 嚴愷  |
| 7. 周克剛 | 14. 鄭兆珍 |

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